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SECURITY INFORMATION

COUNTRY East Germany

REPORT

TOPIC Grossenhain Airfield

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 13 October 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. On 19 August 1953, 4 MiG-15s were observed on the southern edge of Grossenhain airfield. An additional 2 Yak-11s were also parked at the field. Two emplaced AA guns, and 12 men standing in a line alongside the guns were observed in the southern corner of the landing field. On 5 September, MiG-15s at the field. a Po-2 came in for a landing. 50X1-HUM
2. The following observations were made at the field between 7 and 18 September:
 - 7 September. There was no air activity. The sky was 0/10 overcast.
 - 8 September. Between 9 a.m. and 11 a.m., eight take-offs each by two MiG-15s with auxiliary fuel tanks were made, while the weather was cloudless. The aircraft apparently flew in elements of twos heading northwest. They returned from the same direction and landed after 40 minutes. Between 4 p.m. and 7 p.m., 18 take-offs were made by aircraft in groups of twos. Between 9 p.m. and midnight, individual swept-back jet fighters took off.
 - 9 September. During the noon hours, practice flights were made. There was a closed ceiling and intermittent rain showers.
 - 10 September. Flying was practiced by a swept-back jet fighter with auxiliary fuel tanks around noon and by a MiG-15 with the red No 643 at about 4:30 p.m.
 - 11 September. During the morning, a Po-2 was repeatedly observed aloft. There was a closed cloud base, cool and rainy weather. A MiG-15 with auxiliary fuel tanks took off at 2 p.m. and landed at 3:10 p.m.
 - 12 September. A MiG-15 took off at 8:45 a.m. and landed at 9:55 a.m. A Po-2 was observed aloft between 11 a.m. and noon.
 - 14 September. During the morning and afternoon, Po-2s were observed heading north and returning from the same direction.

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15 September. Throughout the day, there was intensive air activity by swept-back jet fighters which flew individually and with extended landing gears. They made local flights for 2 to 4 minutes duration. [redacted]

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[redacted] At about 4 p.m., 27 MiG-15 and U-MiG-15s were parked on the landing field.

16 September. Between 8 a.m. and 2 p.m., some swept-back jet fighters made flights of 15 minutes each and others made flights of 6 minutes duration each. There was cloudless weather and very strong wind. Between 3 p.m. and 6 p.m., 12 flights were made by MiG-15s in elements of twos.

17 September. Take-offs were made by a Po-2 and a single-engine aircraft with radial engine. There was an 8/10 overcast at an altitude of about 900 meters.

18 September. Between 9 a.m. and 3 p.m., 12 take-offs were conducted by swept-back jet fighters in groups of twos with a distance of 100 meters between the two aircraft. There was a 10/10 overcast at an altitude of 600 meters. The aircraft flew in elements of two and landed after about 20 minutes. While airborne, the aircraft kept a distance and interval of 80 to 100 meters and 20 to 30 meters respectively.

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3. In mid-September, sedan [redacted] and truck [redacted] were observed entering and leaving the field. A MiG-15 [redacted] was observed at the field.

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Comment: Grossenhain airfield is still believed to be occupied by a fighter division headquarters and two fighter regiments. The small number of MiG-15s observed at the field is probably due to the fact that a large portion of the aircraft were parked in the hangars. A total of 60 to 65 MiG-15s are believed to be stationed at the field. Sixty aircraft were counted for the last time in June 1953, when the aircraft from the hangars were parked on the landing field and in the shrapnelproof aircraft revetments.

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